MIDSUMMER RETREATS.

The Season of 1870 in the Catskill Mountains.

Who should and Who Should Not Visit This Besort-Magnificence of the Scenery-Capacity and Accommodations of the Hotels-Something About Eating-A Mountain Sunrise-Fishing, Dancing and Croqueting-The Retreat of Tourists, Poets and Literary Men.

CATSUILL MOUNTAINS, May 23, 1870. People living mian1 seek the scashore, and hose dwelling by the coast desire the mountain ar. Such a mutual interchange of localities connect to bealth and enjoyment, which require varymperatures and interesting novelties; and in to carry out this law it is found that one sum-Petreat is but the complement of the other. Brauch affords New York the ocean; the Catskill Mountains cool, refreshing breezes and superb scenery, and Saratoga mineral waters and gay musements. Philadelphians rush to Cape May for no bathing, to the hitis of their own undualing e, and compete with metropolitans for the rule of the numerous springs—Saratoga, White Sulphur, Richfield and Snaron. Hence the Catokill Mountains are patronized chiefly by residents of large c.ties on the Atlantic scaboard, but there is a very large class of both sexes who are drawn hither by the Splender of the vast mountains and the green fields. It is the broad expanse of nature, the topographical features of the hals and dales, the strange tradi ions mysteries that attach to dark recesses, securied wateralls and hidden streams, a speechless wonder overtaking even the coldest hearts, that make these And beyond attractions like these, and the cool, vitalizing, almost champagne-like airs and the goo! notels, the reader will not readily perceive what there is in this vicinity to render it a desirable summer residence. But to many what have been named are more than sufficient, with

for local troubles and disasters. The lady of

and 200 miles northward and southward. Here are beauty, the pictoresque, inaisety and grandour, Here you see the rade convulsions of A PRIMITYE CREATION.

In the hazy, looming mountains to either hand, and below the fourshing cultivation of the farmer and landscape gradeners, overspraining a surface so dis ant that the eye cannot detect any clevations or depressions of terracry, though the area is little else. The mind is lost in its magnitic me, the memory is searched for a comparison only to exhume a contrast; the eye opens with wonder and closes with incredulity. And vast as this vast landscape is it is only an appetizer for the imagnition on which seeks to paint the country at higher attitudes than have yet been attained by the boldest aerial navigator. It is a prospect differing only in degree from a view obtained from the highest point of the heavens; it is a view aiming to that we would obtain were the sky lined by at im of quicksilver and were the heavens but one vast mitror, reflecting the scenes, actions and movements of everything on eight.

And here it might to well to observe that should some shrewd Yankee raise a slock company for making a looking asso of the vault of the neavens, and sneceed practicully in carrying out the project, it is to be hoped that he will not charge as much for scenic employments as they do at the safear (lovely) Cat-kin mountains. But of course people will say mountain sirs must bring mountain tyle. If you have

DIGNITY in the prices, let us have dignifed brace to gain a dignifed stone of the have about the Caskill Mountains, and is food for reflection where there is not look for the stomach. I breakmisted at a somewhat celebrated house here, and the victuals (this is the miss elegant name for this articles) we estuce as if might go in the Arctic regions if I owned a fifty year old hen struck by hightung, and the alone of a lean cow tanned by the frosts of twenty winters. What the codes? Dictiliations from some tasteless compound, more indigenous to lead of the factor of

THE SCREEY.

A: the visitor stands moving his eye over the grand
spectacle in repose, as it appears from the moun ain's
peak, there is nothing more apparent than the diversity, the com mailou of art and rade nature, the
matriage of the picturesque and the cultivated beau-

sity, the coin mail on of art and rade nature, the marriage of the picturesque and the cultivated beautiful.

Look the great plain seems as a sheet of liquid green lying in equilibrium at the foot of the mountain, while upon its surface float fences, roads, white cottages, whole villages—all softened by distance and the atmosphere and dwindled into lliquid in the surface by miles or intervening space. And where is there more giory, more of the opulent inspiration of a grand view than in the sunriae and sunset from the sloty alittude? The moon has gone to its rest and morning is about to break. Tagre is a heavy mesiness and the gray streaks plaid the clouds. The darkness lifts from the valley and the atmosphere becomes loaded with a changing ether. Then there is a readefining of the eastern sky; a looming of the crims-in sun. Moments are gone. The slow panorama is moving into light, and soon the prospecies surfused by a wealth of golden beams, and the plains, the marchiess mea low, the awaying tollage and the lar off villages are washed by waves of living the. The heavens are a contagration and the flames seap to the clouds and tinge them with a sparkling dye. Soon the picture becomes distinct, and dawn despatches darkness. Thus is the day born at the Carskii Momnains, and it is an accounterment that would repay a visit from the remotest ends of the earth. These are not all the

ends of the earth. These are not all the ENORANTING VIEWS about the mountains. There is the road leading to the Mountain House, pletcing through a valley and up the mountain side, where almost every phase of topographical diversity can be seen and enjoyed. The Mountain House retreat is a picturesque spot, and so with the Rip Van Winkle House—Tamous by tradition—from which the eye can slant down a beautiful dale, julied to a quet rest by the music of laughing waters, and sleeping in the soft couch of triving's downy English. b. 1 top of the mountain there is a take containing son, a twentesquare muse of area, and the waters are n a with a hearing and mu applying season of fish, su root, ting hashores is a mickly would grown of the margin of the siver sheet. Booth are provided for fishermen. Other points of interest are the stone aceps, hew, by name, down the moments.

mented by Jacob's Ladder, hear by. These are his scenes that interest the tourist, and when these are inspected all is seen.

THE HOTELS

bere are admirable, and the chief one is the Mountain House. This hotel has rooms for donguess? Is large, loftly, capacious; has good firm time, clean lead lines, large pariors and the enarge is \$4.50 per cay. Most every man of fame in America and every foreign bourist visiting these shores has been its guest. It opens on the 10th of June. The proper ctor has grown rich, independent, and, by to his is suiten and coor cous. He is an example of that large cleas of men who live moments or caprice and hours of a beder, rejentant nature.

The Laurel House is two and a half miles distant from the Mountain House. It is a fine resort, with eigeant rooms and everything is done to procure enjoyment an in continual pleasure.

The Mountain Retract House, kept by E. C. Dickmon, stands six miles from the wings and midway on the road to the mountain. It is a fine resort. The guests are well treated and the table is above criticism. The house has been refited and refurnished throughout. It is now open.

The Prospect Park Hoon stands on the blur overfloxing the Hudson. The river view is superb. It has been freshly fit ed. A new a left on his been built on. The arrangements for the season are first class, and the rooms so far engaged as to be occupied by people of quality. The unanimous voice her better that it excels all other hotes. Its only rival is the Mountain House. The Prospect Park Hotel is the wontern House that strikes the visitor's eye when he r acnes the stanon.

The Cavakil House is a neat hotel in the village, well kept and always flooled with guest.

Some of the Lelan is have been here prospecting for a sits weereon to built a notel. Its election is yet problematical.

LIVING

here during the season is quiet menotony. True, fissing, handing and croque has are all parsued, and hope give a fresh deal, not of good hands, but of swift feet. The a companying music is a string band, and often a brass one. Of dramatic entertainment is there is not a shadow. The safe stands upon its reputation, but I hope it will be better than the brief experience of your correspondent would seem to had all.

There is no doubt that many, many thousands will visit these mountains the sammer. Those coming will that a deligate resort, and their journey nere will be a big shange to some of the most not worthy scenes that illustrate the rich abundance of our country's natur I grandeur. They will fail that which does not exist elsewhere; they will also find elsewhere that which does not exist here. But all in all no one can alroad to omit the Catskills; for to see them is to fill up a brank page in the book of hasting admiration. Byton a "Mairred" alone is almost before the spectator's eye when he stands upon the mountain's book and looks down into the wild rich and ship a deal of the contempasts the peaceful plant, care-sed by leafy arbora and sight meders. The vigorous imagery of his pen almost touches the earth, and you can see written out the finity erag—

and sigh no deas. The vigorous imagery of his paintest touches the earth, and you can see written the finity orag.

Monatains have fallen, Leaving a gap in the clouds, and with the shock Rocking their applie bretares, hiling up The ripe preen valleys with destruction's splinters; Damning the rivers with a saiden dash which crusted the waters into mist and made Their fountains and another channel.

are more than earlicein, with

A HAYY MARGIN

for local troubles and dasseters. The lady of fashion, who is most pleased whom she is this right with a gardy such over the botty periods of the latest intellectual miscariant that more and the more pleased who as he is this right with a gardy such over the botty periods of the latest intellectual miscariant that more and the more pleased who will be highly periods of the latest intellectual miscariant that more and the more pleased who will be appleaded to the latest designar over corsions a time of the more more and and who will be appleaded to the corsess a through the boson; the digital mass, who shoult yet he among mode and reases, the post of the second will be appleaded to the base, the post who is a mine client, you have been desired, and the mercantile man, whose whate is a precedure of the second will be appleaded to consider the work of the more and the more

THE SUPERVISORSHIP.

John Foley Pully Victorious-He Is Sworn

in and Takes His Seat as Supervisor, in Place of Henry Smith. Judge Carlozo, of the Supreme Court, still warmed, no doubt, by the sentiments of charity and manity he had been extelling on Wednesday at

the laying of the corner stone of the Mount Sinal Hospital, felt evidently much charity and sympathy for Mr. John Peley, who has been ughting for Supervisorship, and yesterday administered to him the oath of office. Mr. Folcy in tak-ing the oath gave the court Bible such AN UNCTUOUS KISS that it could have been heard all over the room.

Mr. Poley took his hat in hand and numediately started for the Supervisors' chamber. The Supervi sors were at the time engaged as canvassers, and Mr. Foley, with a copy of the oath of omce Mr. Folcy, with a copy of the oath of office in his hand as a passport, walked in and managed to let those present know that he was now Supervisor. He gazed at the heavy furniture and no doubt estimated the cost of fitting up the room. He sat down on one of the easy chairs, smiled courplacently, siroked his jetty goatee and felt no doubt happy as a claim at high waier. The others in the room gazed at him, some congratulated bim, while others simply spoke of him and the fight he has made, and in which at last he has been successful. It is a pity, however, that the fruits of his persistent efforts will be so much like

persistent efforts will be so much like

DRAD SEA FRUIT.

as the Board of Supervisions is to die a speedy
death and Mr. Foley will have little or no opportunity to make its Court House ring with his homilies
on political economy and make the "ring" quake
with his denunciations of official dishonesty, to say
nothing of the fact that he will lose the salary,
honors and emoluments appertaining to the officefor which he has fought so earnestly and to which
he has at last attained.

COMPLIMENTS TO THE POLICE.

The Driving Public Tunk Superintendent

Jourdan and Captain Wilson.
The following is a copy of a well deserved expres sion of thanks, emanating from those who have long feit the necessity of protection to life and limb on the driving roads of New York. The road is now patrolled by a mounted force of police, under Cap tain Wilson, who is a universal favorite with all law

tain Wilson, who is a universal favorite with all in wabiding citizens:

Bettrious's Club House,

143d street and kighth steme, May, 1870.

We, the undersigned, riders on the Harism and highth syonac wagon read teader our sincere thanks to Superintenest Jourdan and Capitala Wilson, of the Thirty-second precinct, for their kindness in protecting the road from the reckiess driving of inexperienced men.

Francis J. Campbell, B. F. Fairchild, John C. Sares, Stephes S. Whitney, Shepherd P. Knapp, H. J. Howard, Criticadon Ayres, S. Liebtenstein, W. C. France, A. W. Smith, Richarl Connoily, J. R. Read, John H. Starin, William M. Charlock, J. E. Wilkins, E. S. Brooss, J. B. Fellows, and other prominent citizens.

HANDSOME GIFT TO A CORPORATION.

At a special meeting of the trustees of the Pro-testant Episcopal Theological Seminary of the United States, held in this city on Wednesday evening, it was agreed upon to accept the donation of dity acres of land in Grand Park, Mamaroneck, Westchester county, which had been tendered by Andrew Witson, ir., as a site for the proposed new college. A committee was also appointed to select college. A committee was also for in it proposed new college. A committee was also appointed to select the grounds and examino the title to the same. It is stated that the trustees will expend over three hundred thousand dollars in the erection of the Southeat, building, including the enclosure and embenishment of the grounds.

EMIGRATION.

Meeting of the Commissioners Yesterday-The Per Capita Tax Question Considered-Relief for the Victims of the Emigrant Ticket Swindlers.

A stated session of the Commissioners of Emigration was held yesterday afternoon at the Castle Garden. There were pres at Commissioners O Gor-man, Lynch, Froar, Wallach, Barr, Beil, Husted, Nicholson, Hart, Schaack, and Mayor Hail. After the ordinary routine business had been disposed of the President (Commissioner O'Go man) read a let-ter from Henry Bissinger notifying the oard of the fact that he had resigned the position of President of the German Society, and that Mr. Frederick Schauck had been elected as his success; and would therefore take his place as member of the Commi sion. Mr. O'G rman then introduced Mr.

Schaack to the Commission.
On motion of Mayor Hall the Secretary was directed to note the expression of the thanks of the Board to Mr. Hissinger and their appreciation of his disinteres edness in the performance of his duties in

On motion of Mr. Frear Mr. Schnack was appointed

on all the committees in which vacancies occurred by the resignation of Mr. Bissinger.

Several letters were received from parties asking some privileges in Castle Gardea. The communica-tions were referred to the Castle Garden Committee, with power. Mr. Hart, from the Special Committee, reported a new CODE OF BYLAWS

for the government of the Commission. The bylaws provide among other things that the meetings be held every alternate Thursday at two P. M., and that

they shall be open to the public press.

Mr. Lynch objected to chanking the title of the omcer in charge of Ward's Island from superintenofficer in charge of wards island from superintendent to warden, as provided in the new bylaws. On this quite a little discussion sprung up. It was stated by Mr. Hart, that the committee defired to have only one executive office, styled superintendent, and that to avid any possible confusion that the chan e had been marie. The report was accepted and alopted on motion of Mr. Husted and 300 co less ordered to be priated.

A communication was received from the counsel to the Board notifying them that Messrs. Saunders and Ford, the

and Fold, the

VICTIMS OF THE TICKET SWINDLERS,

of No. 9 Hoboken street, had been in this city some
five months in constant attendance at the court to
prosecute the swindlers, Euris and Chinck, having
refused to compromise the matter with the robbers,
Saunders was swindled out of \$1.200, and Ford out
of \$430. They had been returned by the limin in
line, and had been cared for by the agent of the limin
since their return. They did not at any return
for the money they list, and they had sacriflood their own interests for the benefit of
genitrants and traveliers, as the publishment
mered out to the two swindlers has had a mot saundary effect. The counselsung-sized that, in view of mered out to the two swinchers has hed a most saintary affect. The counsel suggested that, in view of the facts, the Commissioners would do well to make some appropriation which would help to defray the expenses of Messas. Saunders and Ford, and sated that the agent of the limman line had certified his intention to raise a subscription to make up in part for the loss the two men had suffered.

On motion the matter was referred to the Phance Committee, with power to make a donation, not to exceed \$500, and that amount was appropriated for the nurses.

Mayor Hall called attention to the matter of Mayor Hall called attention to the matter of TRANSPORTATION OF EMBRANTS' RAGGAGE in the city, and offered a resolution, which was adopted, directing the Casife Garden Committee to investigate the subject, and clothing the committee with power to make any requisite changes or regulations. There has been a great deal of complaint in relation to the manner in which baggage was cared for and transported in the city, and the Commissioners seem determined to have the business properly conjucted.

Mr. Bell then called the attention of the Board to the subject of

Mr. Bell then called the attention of the Board to the subject of MEAD MONEY, and stated that streamons efforts were being made by other clies along the scaboard to induce emigrants to land at those cities by charging no per capita tax. None of the cities had anything like proper accomodations or provision for earling for the endgrains, but the local railroad companies were aiding in the movement, as they were looking only to their own benefit, hoping to obtain larger passenger travel over their respective lines to the West. Mr. Bell then offered a presamble and resolution, which he said did not commit the Board to anything, but it under the action of the resolution the plan should be found practicable, the Board could then apply to the Legislature for the passage of a law reducing the tax. The preamble and resolution are as follows:—

SS follows:

Whereas the Board has ascertained that strennous efforts are being made by other cities on the Atlantic sentoard to altract emigrants by holding out the inducement that no communitation money will be charged, it is desirable to reduce the amount to the lowest figure communitation with the necessary expense to afford emigrants that care in poverty and sickness now provided for them by this Commission; therefore,

Resolved, That the expenses of the Commission be kert, if possible, within an amount in proportion to a communitation fee of \$1.50 from each emigrant.

The resolution was unanimously adopted. In re-

THE NEW LUNATIC ASYLUM Mr. Huested

May 19. 201,518 Balance with City Chamberlain \$32,165

RECEPTION AT COOPER INSTITUTE.

The Female Art Department Inspected by a Large Concourse of People-Engravings, Drawings and Statuary on View-Interesting Statistics.
All the rooms devoted to the study of literature.

science and art in the Cooper Institute were crowded to excess last night by an admiring assemblage of our best citizens, who were attracted there by the invitations issued for the annual reception of the Female Art Department. An excellent band of music, under the direction of Mr. Felix J. Eben, occupied the reading room and Mr. Felix J. Eben, occupied the reading room and played choice selections of popular music during the evening. Flags and banners in profusion were tastefully displayed, and the entire building bore an animated appearance. The number of ladies present was very large, which of liself gave a charm to the gathering. While the excellent music loaded in the air the ladies, with their gallants, promenaded through the rooms and admired the fair artist's handlwork which adorn the walls. These incided specimens in perspective drawing, frawing from east, arawing from life, mechanical drawing, free hand drawing and moulding in clay.

The summary report of the work of the Union for the last year shows that in the free art school for women the number of papils during the year was 231, the number at the close of term 129, number receiving certificates 22. In the free school for women in wood engraving the number of pupils received during the year was 25, and the number attending at the close of the term was 12. Section four of the report gives the following statistics of the Free Day School of Telegraphy for Women:—Number of pupils during the year, 32; number who retired voluntarily, 18; number dismissed, 12; number graduated, 31; number dismissed, 12; number graduated, 31; number who obtained situations, 23, number waiting situations, 2. Average wages earned by female operators per month, from thirty to seventy dollars.

The numerous visitors last evening expressed much satisfaction with the evidences of progress of the female pupits, which were conspicuously displayed on the waits. In fact, many of the pieces of the female pupits, which were conspicuously displayed on the waits. In fact, many of the pieces of the fattingry, original and copied, and drawings from nature, were excellent and were well worthy critical inspection. The work of the male students of the air department will be exhibited this evening, and to-morrow evening the prizes will be awarded. played choice selections of popular music during

and to-morrow evening the prizes will be awarded.

The Traditions of Winniped.—Manitobah lake, which has given a title to the province formed out of the Red River region, derives its name from a small island from which, in the stillness of night, issues a "mysterious voice," though there is no real "mystery about it. On no account will the Olibways approach or land upon this island, supposing it to be the home of the Manitobah.—'the Speaking God," The cause of this curious sound is the beating of the waves on the "shingle," or large peobles liming the shores. Along the northern coast of the island there is a long low cliff of fine-grained compact limestone, which under the stroke of the humer clinks like sited. The waves beating on the shore at the foot of the chiff causes the fallen fragments to rub against each other and to give out a sound resembling the chimes of distant church be is. This phenomenon occurs when the gases blow from the north, and then, as the winds subside, low, walling sounds like whispering voices

THE CITY TRANSIT PROBLEM.

A Plan for a Suspension Railroad-What the People Have to Say - Suggestions for Speedy Uptown Travel-A Steam Car Line-A Two Story Road and a Suspension Railroad.

The article on uptown travel recently published in the Herald has, as was expected, exected considerable interest in the metropoles. Pract all engineers and inventors are estimated by the brilliant prospet held out to them to apply their best powers toward the solution of the city transit problem. The number of plans now in this office a quite large, and while they all differ in design are each we thy of consideration. But a few of them can be noticed at this time, but when all the most valuable suggestions are received it will be proper to consider them critically in a general article. The first in order for present notice is The article on uptown travel recently publis THE SUSPENSION BAILWAY PLAN.

This plan confermitates the construction of a series of suspension bridges of spans varying from 500 feet to 500 feet in length, as the case may require; and for the present extending from Talrity-fourth street to the City Hail or Baitery; over Fourth street, the content and advantageous connection may be made with the East river tridges, and trains gross it, and thereby set down passengers in Brooking without change of cars. The whole superstructure to be suspended not less than twenty estadown passengers in Brooking without change of cars. The whole superstructure to be suspended not less than twenty estadown passengers in Brooking without change of ears. The whole superstructure to be suspended not less than twenty feet above the street, from cables massing over substantial lowers of iron emited at convenient distances apart, which shall have four bases or columns resting upon foundations of solid massony under the corrers of the streaming at each corner of the stream of curved to as to under each other over the content of the square, upon which will be placed the anddles, over which the cables will pass from each direction and thence down to a substantial bed of massoury under the outer edge of the sadwank and gutter, and there are executed and the sadwank and gutter, and there are executed and the sadwank and gutter, and the superstructure, which would be of from suspensed from the cause stone, or sunicient width for a double track; and the augmentations, which would be of from suspensed from the cause of the ralls there would be no possibility of the care learning the structure to be made very light, and still se strong and durable; and with a continuous it indeed in the outer from an outside of the ralls there would be no possibility of the care learning the structure to be made very light, and still se strong an outside of the ralls there would be no possibility of the care learning the structure to the massenger would be experienced from the smoke; and as to the dual, that would be out of the question

street or to the pastengers would be experienced from the smoke; and at to the out, that would be out of the question as a matter of course.

Upon this plan the tracks can be kept on nearly a uniform grane from Thirty-fourth street to the City Hall or Battery, by simply varying the height of the towers, and lengths of the spans, which would be an importon to good the spans, which would be an importon the superstructure rigid, and present vibration, lateral guys can be seenred to the structure on each sile at the cross streets and ambored in mesonry under the sidewalk and tops of the towers all the ielegraph wires could be structure and the superstructure rigid, and present sidewalks. And, with the whole structure painted write, li would present and the numerous poles removed from the stewalks. And, with the whole structure painted write, li would present of this structure are placed at such long distances apart, and on the corners of the stlewalks, and all the materials necessarily prepared before being brought on the ground, it is hardly possible that any senious or jection, will be raised or can be manufailed against this plan, as no material interface to be made to the position of a pace it would on work, or in regard to the position or apace it would on the after street when completed, occupying as it would not be a for street when completed, occupying as it would not be ornamical rather than otherwise.

As this structure would be in the centre of the street and

As this structure would be in the centre of the street and for from the pulldless there would be no possiblity of the cherwise.

As this structure would be in the centre of the street and so far from the buildings there would be no possibility of the travel over It being in orcepted by fire on either skie of the street. Therefore, by this plan, it is believed that, almost like elockwork, year in any year out, passengers from the circlework, year in any year out, passengers from the fitter of the street of the street of the light minutes. Yorkville in tweire influtes and Harlem in fifteen minutes, with certainty and per-ect safety and freedom from dust. The logress to the trains below Thirty-fourth street at the various points along the route would necessarily be by platforms on either side of the street, extraining from the railway to the second story of the buildings selected for that purpose, having suitable entrances in the thirdings.

In order for the cars to reach, the suspension railway as at present proposed to be constructed (beginning at Thirty-fourth street) in a fater converging to the centre of the avenue, run on the surface to Thirty-fourth street, and thence on to the surface to Thirty-fourth street, and thence on to the surface to railway. The cars would be taken up the inclined plants, by a suitable stationary an time placed at a convenient point. This inclined plants would doubtless be a temporary thing, as the suspension railway were once in use and proves beyond a doubt to be adapted to the wants of the public, would be extended to and over the Forkvills tunner, and be rushed to the centre of the entire passanger business of all the railroads entering New York from the North, Northeast and and Morthwest, and the practicakes on the surface to used exclusively for the entire passanger business of all the railroads entering New York from the North, Northeast and and Morthwest, and the practicake on the surface be used.

A Suspension Rullway.

To the Editor of the Heraldi.

I notes in your Saturday's issue a plan for a suspension rallway for the streets of your city. It is novel so far as only one cable for suspension is to be used; but never tried. I have been coglishing over a plan for a suspension rallway for New York streets a year or two, and now propose to give you a brief outline of it that you may ventifate it in your paper, if you will, pro boso publishe. Should two or three sections ever be tried it will rentifiate theelf. There is nothing new shout it except the bollow towers of suspension to make it applicable for street rallways. On that, I think, I could base a good claim for a patent, but I have no dear to to conduct any company or companies ever put it into stockholder and perhaps a director.

Suspension bridges are a success and are durable. A suspension bridges are a success and are durable. A suspension bridge are a success wad are durable. A suspension bridge are a success wad are durable. A suspension bridge are a success wad are durable. A suspension bridge are a success wad are durable. A suspension bridge are a success wad are durable to be block. The solid towers I propost to gut rid of by pacing froe posts or columns on the four corners, at the street crossing, each one leaning towards the centre, of sufficient beight to suspend two cables of wire rope, like a suspension bridge. The posts or columns are connected together at the top by a quadrangular frame, and also diagonally. This will constitute a hollow tower, with a large base, sliowing all the passageway for trucks, cars, see, and abswers for suspension of interalcubles for cross streets, so as to make it a perfect system of street railways. The track to be suspensed from the deward, on the outside of each column. The feet of the columns can be anchored, so each tower bacces itself. Instead of leaning columns the towers could be made in four arches, or rather one quadrangular arch, which would be more ornamental and give more room for carriages n shough to analyst two trains of cars passing care under, Run it with dummy engines or a locumotive. If this welfat be objectionable, let the locomotive be on an advance section and a tow line attached to the care. Does not title pian remove all objections that have even been urged against arrest railroads? It obstructs no light or art; not affected by mow; not in anybody's way; occupies

one, so this lower on an including the leading in every circuton in such a way at to tension of the capte. It is not seen that the plan I wish sometimes of the plan I wish sometimes of the plan I wish sometimes of the plan I want the reason. I cannot discover any, and I have ceen trying to do so for a long time. I want the transit problem solved.

PRACTICAL SCIENCE.

To the Epiton of the Herald:—

As the Broadway Relroad has been killed before its bird and the manurap railroad in Greenwich street is dying the forest could do harm to the travelling public, it would not a property of the could be the company of the public mind to the country of the public mind to the country of the could be seen to be consequent to the public mind to the country of the could be seen to be consequent to the public mind to the country of the country

relieve. In a asfe, quick, cheap and durable way. It is suggested to build a two atory railroad of iron treatiework, stone or urick, beginning somewhere between Varick and Hadson, or Husson and Greenwich streets, and having its principal depot on the norts ade of Canal street. It should traverse at the year, a between cliher of those arannes, cross on bridges all the intrasceting streets, make a curve somewhere near focurate the street can to Westcheater county, between 11, but and Xinta avenues. The depot to be built in canal street, ecoupying a space of 100 by not refer, provided with stairway and cavators, which would lead the public to the first and second story tracks.

The first story double track should carry all the travel south. The wassens track on each the should take the through sorth, and the second story double track all the travel south. The wassens track on each the should take the through sorth, and the second story double track all the travel south. The wassens track of the miss as one stopping only at cookings as the rate of ten miss as judy and the travel so the original of the track of the original south of the story double track all the travels of the original south of the story double track all the travels of the original south of the story double track all the travels of the original south of the story double track all the travels of the story of the

THE NEW ILLUMINATOR.

The Oxyhydric Light-What Are Its Advantages Over Common Gas-Will the City Adopt It or Not !- If Not, Why Not !

It seems quite likely that within a very short period of time this city will be illuminated by means of the oxylydric light instead of the miserable gas which nightly throws it into shadows that only make darkness visible. Efforts have been made during the last year or so to have the new light introduced, but somehow or another obstacles have been thrown in the way of every movement larly since the intelligence that the oxynydric light has been used with such eminent success in Peris, some of our foremost capitalists have taken the matter in hand, and in a short time, it is to be hoped, the city of New York will enjoy the luxury of a guwhich, at the same time that it gives a better light than the ordinary gas, purifles instead of poisons The oxynydric light is now use in the great bonlevards of Paris and in many of the great European cities. The company temporary works have been erected in Forty-first street, near Teath avenue, will soon apply to the

the state of the control of the cont

THE NEW STEAMER PLEASANT VALLEY.

The trial trip of the new steamboat Pleasant Valley took place yesterday. The vessel left the toot of Spring street at half-past eleven A. M. and steamed down the bay, around Staten Island, having about down the bay, around Staten Island, having about 500 invited guests on board, among whom were John McMichaels, George P. Androus, Join Gerches, C.d. onel Jardine, fate of the Jetsey City Times, and the genial and accomplished marigator, Captain Palmer Crary. The Pleasant Valley was built by R. C. Terry, of Keyport, N. J., and her machinery constructed by Fletcher, Harrison & Co., the well known engine mulders of this city; cost \$60,000. She is commanded by Captain Leavy, and is to ply between this city and Fort Lee on the People's line.

DISTANCES BETWEEN NEW YORK AND LONDON DISTANCES BETWEEN NEW YORK AND LONDON AND EASTERN ASIA.—The comparative dis ances between London and New York and the principal ports of Eastern Asia are given in the recent report of the Special Committee on American Shipping, in order to litustate the natural advantages in a commercial point of view of the United States over England, London to Yokohama, Japan, via Suez Canal, 11,509 miles; London to Yokohama, Japan, via New York to Yokohama, Japan, via Pacade Railroad and San Francisco, 10,000 miles; New York to Yokohama, Japan, via Pacade Railroad and San Francisco, 7,500 miles; San Francisco to Yokohama, Japan, via Pacade Railroad and San Francisco to Shanghae, via Suez Canal, 10,400 miles; London to Shanghae, via Pacade Railroad and San Francisco. 8,555 miles; San Francisco to Shanghae, per steamer, 5,555 miles; Chicago to Yokohama, 0,000 miles; St. Lones to Yokohama, 6,000 miles.

TRAVELLING ON A CARD.

Progress of the Journey and Exciting Incidents on the Route-A Motley Story with Multifarious Morals-Where the Card Secured Quarters and Where It was Ignored.

The modern school of confidence operators, with their wonderful audacity of cases, upon which depends the success of their boldly stragetic endeavors to live upon other people's money without going through the usual preliminary formula of giving quid pro quo, never seem to be at a loss to devise the ways and means for the accomplishment of their purpose. We give below some inculents connected with the la'e alleged exploits of a sample specimen of this school, with is now a solourner in that noted no-telry on the east side of town yo out the Ludiow street jail. The narrative may fairly be opened by

referring to

A STROLL INTO THE ST. NICHOLAS HOTEL

made not long since by Dr. Charles M. Wight. It is
no unusual thing to stroll into this hotel or any other
hotel where manifold inducements exist inviting
passing calls from the meebsant streams of humanity flowing up and down through that great artery of the great city-Broadway. The gent cuan of the medical profession whose name is given above passed in with the throngs debouching from the main crowds. He had not been there long when a very gentlemanly looking person approached him, touch d his hit with very polite grace and said he believed he had the pleasure of address ing an oil acquaintance, mentioning the name of a suppositions person, whom he assumed to believe the Doctor was.

"That's not my name," said the Doctor, with equa-

"I beg ten thousand pardons," continued the stran go; "you bok for all the world like him-just his neight, figure, sentures and precisely the same style or whisker.

This was the "open sesame" to a long converse.

tion, which it is unnecessary to purs le. The stranger

PRESENTED A CARD.

It was a modest look ng card, reading "John Cross Nelson, General Agent Mutual Life Insurance Company, Newark, N. J., office New York 180 Broadway." Underlying the presentation of this card was a piece of strategy of which Dr. Wight little dreamed then, but which in course of time developed uself to him with most potent force and irresistible conviction. After presenting the card the stranger whose name it bore said he was a nephew of Judge Nelson, and, aluding to his position, added that it was a very responsible one. monge paying him handsomely and compelling him to give \$20,000 bonds for the salety of the made passing through his hands. He gave as his bendsman Mr. George Davis, corner of Broadway and Cortlandt street. Having the fullest confidence that John Cross Nelson was all he claimed to be, Dr. Wight

was induced to join him in a little mutual Breculation in Book ISLAND BAILBOAD STOCK. A golden harvest was here to be made. The stock had been depressed, but was sare to go up. Dr. Wight cov. red \$500. John Cross N Londrew a check

"Yes, s.r."
"Take aim now."

"les, sir."
"Ne.:—"
"Wei, what?"
"I want twenty donars first—I don't work for

"Well, what?"
"I want twelly dollars first—I don't work for nothing."
The boctor paid the deputy twenty dollars, and had an hour later John Cross Neison for since AN INMATE OF LUDLOW STREET JAH, where he is still confined. He takes his confinement coolly, notwithstanding the multipliety of charges that are likely to be brought against him. As is well known, Capitain Kelso's defectives have long been on the lookout for him to answer the alleged irregular transactions in stolen bonds and other securities. They have him now convenient at hand, br. Wight, in tracing back his history, ascertained that pievious to coming to this city he had been operating quite extensively in the confidence way in Canada, and that, previous to tis, he passed two or three years on our frontly, where he led a like of wild and reckless adventure. He is about thirty-cignt years of age, well educated and very preposes sing in appearance and manners.

"You played your sist card well on me," said the Doctor, on parting with him. "Fill play my cards now."

"And you think so, do you," was the cool rejoiners."

"In twee your sist of the play my cards in the play my cards now."

of notes."

"Interest was a good travelling card of yours."

"I mought's."

"I has issued you in Lucilow Street Jail."

"Well, what of that?"

"It will hall you in Sing Sing."

"Don't you bet on that."